

# 2018 Annual Report

## INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION









## Table of Contents

- 3 Regional Impact
- 5 Administrative
- 7 Programming
- 9 Planning
- 10 Looking Ahead to 2019
- 11 Our Team

# A Message From the Executive Director

You could say 2018 was a year for the Indianapolis MPO to look at the past, present, and future.

Of course, you expect an MPO to devote time, energy, and resources to the future, crafting strategic plans and other preparations for the years to come. However, last year's work also included increased efforts to gather data on current conditions in the region and a process for correcting data from the past.

The result of this three-pronged perspective? A better view of where we stand today, a vision that addresses future planning for both the region and the MPO, and better tools and data for our local partners. Along the way, I am proud to say, my team earned positive feedback from federal agencies as well as encouragement that the MPO should take an enhanced leadership role in area planning.

## Looking to the future

As area stakeholders came together to conduct a strategic planning process, they quickly acknowledged that the challenges faced by communities and municipalities in the MPO's eight-county area could be addressed by those communities working alone. However, better outcomes could happen if they were addressed collaboratively, recognizing that matters such as water usage, transportation and air quality affect regions rather than localities.

At the same time, those stakeholders recognized that one organization should take the lead in the process of addressing such matters – and they agreed that the Indianapolis MPO is the organization best suited to take on that role. Assuming that role, however, will require a new vision of the MPO, a vision that serves as the heart of the strategic plan adopted in 2018.

The MPO also prepared for the future by creating a guidebook for transit-oriented development as well as a strategic plan for the use of data, analytics, and modeling.

## Celebrating today's successes

Local and regional organizations often fear reviews by federal agencies, but the MPO had reason to celebrate a review by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA): the agencies commended the MPO for its good work. The commendations came as part of the agencies' quadrennial review and certification of the MPO.

Under the current four-year Indianapolis Regional Transportation Improvement

Program (IRTIP), the MPO made immediate and ongoing impact on communities throughout the region. In 2018, IRTIP implementation resulted in \$184 million in federal funds being obligated for projects in the Indianapolis Metropolitan Planning Area (MPA), with a wide range of results that included the development of more than 10 miles of bike and pedestrian projects, 15 safety and intersection upgrades, and four bridge projects.

A glance at the past will help to improve the region's understanding of crash locations by correcting human data-input errors from past years. In 2018, the work resulted in the review and correction of 738 pedestrian crashes and 257 bicycle crashes, with the locations of 90 percent of pedestrian crashes and 39 percent of bicycle crashes being corrected. These and other record corrections will help with improved performance measures and transportation planning.

## People power

Regardless of whether they focused on the past, present, or future, none of the MPO's achievements would be possible without our incredible team, which continually grows and draws strength from new talent. We are always supported by talented interns, whose energy and enthusiasm are a great asset to both the MPO and the region we serve.

Even as I acknowledge the contributions of my talented team, I must also applaud the contributions and support of our many partners throughout the Indianapolis metropolitan area. As an organization focused on regional planning, as such, none of our work would be possible without the engagement of people we respect from throughout the region. They make our achievements possible and, in so doing, help to position our region as an economically competitive, desirable place to live, work, and play.



Anna M. Gremling, Executive Director



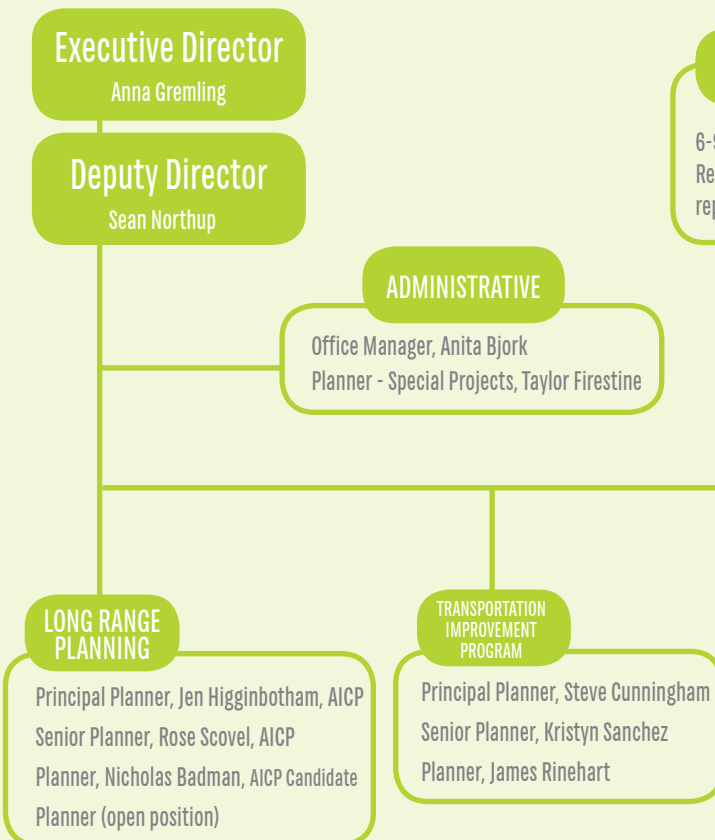
## Collaborative decision-making

The MPO is overseen by the Indianapolis Regional Transportation Council (IRTC), a regional coalition comprised of the Indiana Department of Transportation (INDOT), area transit agencies, county highway departments, and city and county governments across Central Indiana. This collection of decision-makers forms a partnership that brings together state and federal agencies, local elected leadership, and planning and public works officials to develop a unified transportation plan for the region.

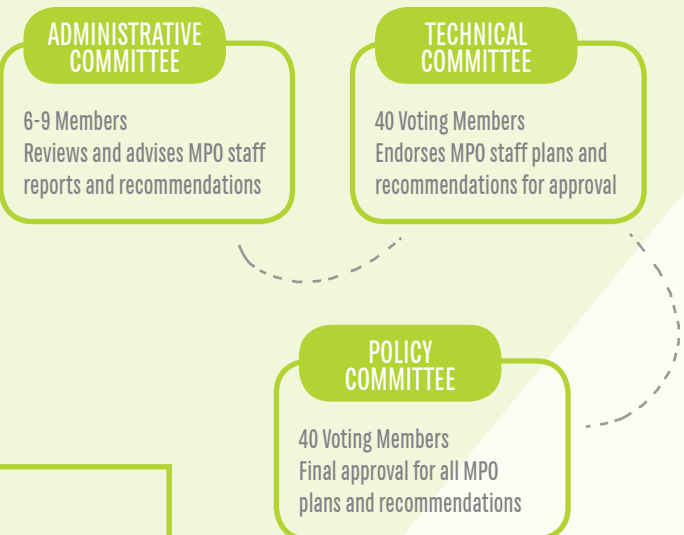
Together, these partners work with the business community and interested citizens to identify the transportation priorities for the Central Indiana region. As the federally designated transportation planning agency for the eight-county area, the MPO has the authority to plan, prioritize, and select transportation projects for federal funding appropriated by the U.S. Congress through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MPO is also responsible for ensuring the region is in compliance with federal planning requirements and air quality conformity standards.

## Organization

### Indianapolis MPO Staff



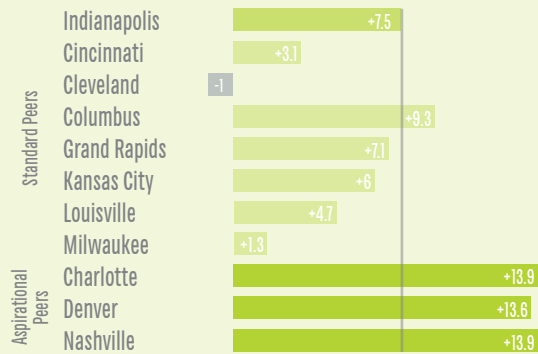
### Indianapolis Regional Transportation Council (IRTC)





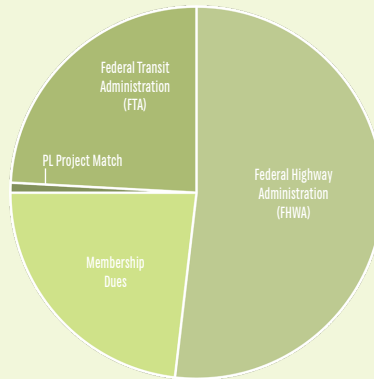
# Region Impact At a Glance

## Population Change (2010-2017 % rate of change)\*



\* These population estimates are reported for each of the metropolitan statistical areas (MSAs) as designated by the U.S. Census Bureau.

## MPO Annual Budget Breakdown



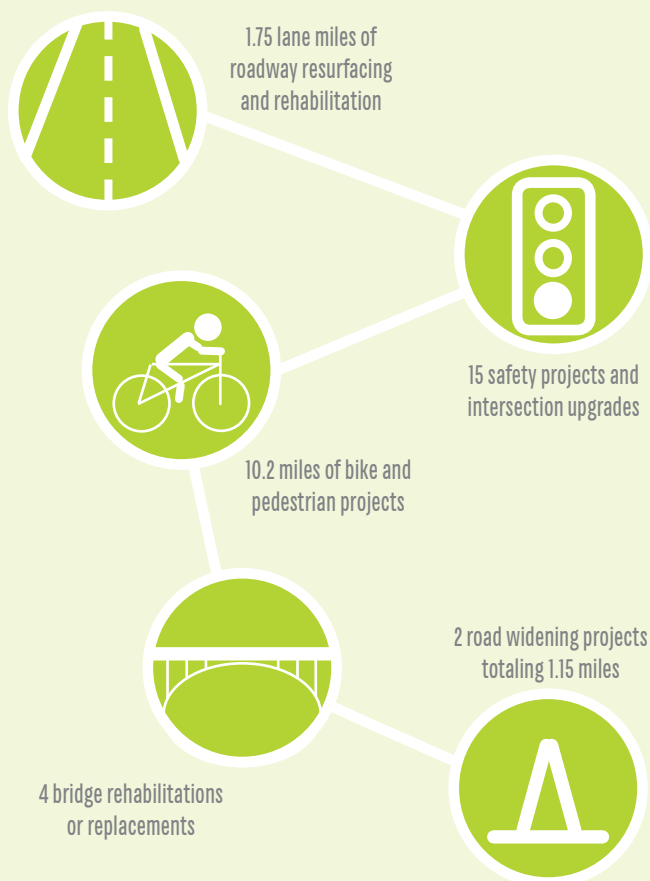
- FHWA: \$1,363,084 (54%)
- FTA: \$603,402 (24%)
- Membership Dues: \$541,622 (21%)
- PL Project Match: \$22,414 (<1%)

**TOTAL ANNUAL BUDGET:**  
\$2,530,522

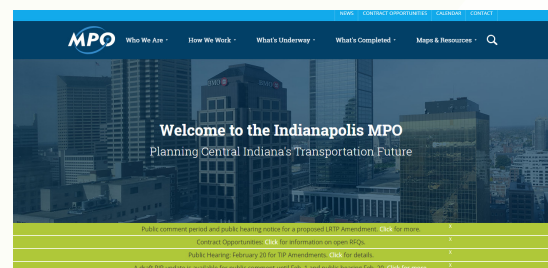
MPO activities are funded by grants from the FHWA and FTA and contributions from INDOT and local membership.

Detailed information on the MPO's budget and activities can be found in the adopted Unified Planning Work Program at [indympo.org/how-we-work/mpo-policies-procedures](http://indympo.org/how-we-work/mpo-policies-procedures).

## MPO-Funded Projects Completed in 2018



## Social Media Reach in 2018



Launched "What is the MPO?" video on YouTube in June.

**300+**  
views



**Total Population**  
1,558,201



## Membership

### 5 Transportation Agencies

- CIRT
- Indiana Department of Transportation
- Indianapolis Airport Authority
- IndyGo
- Ports of Indiana

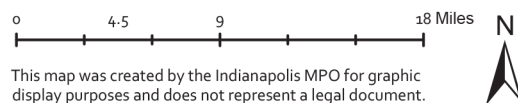
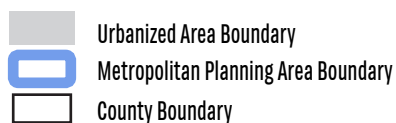
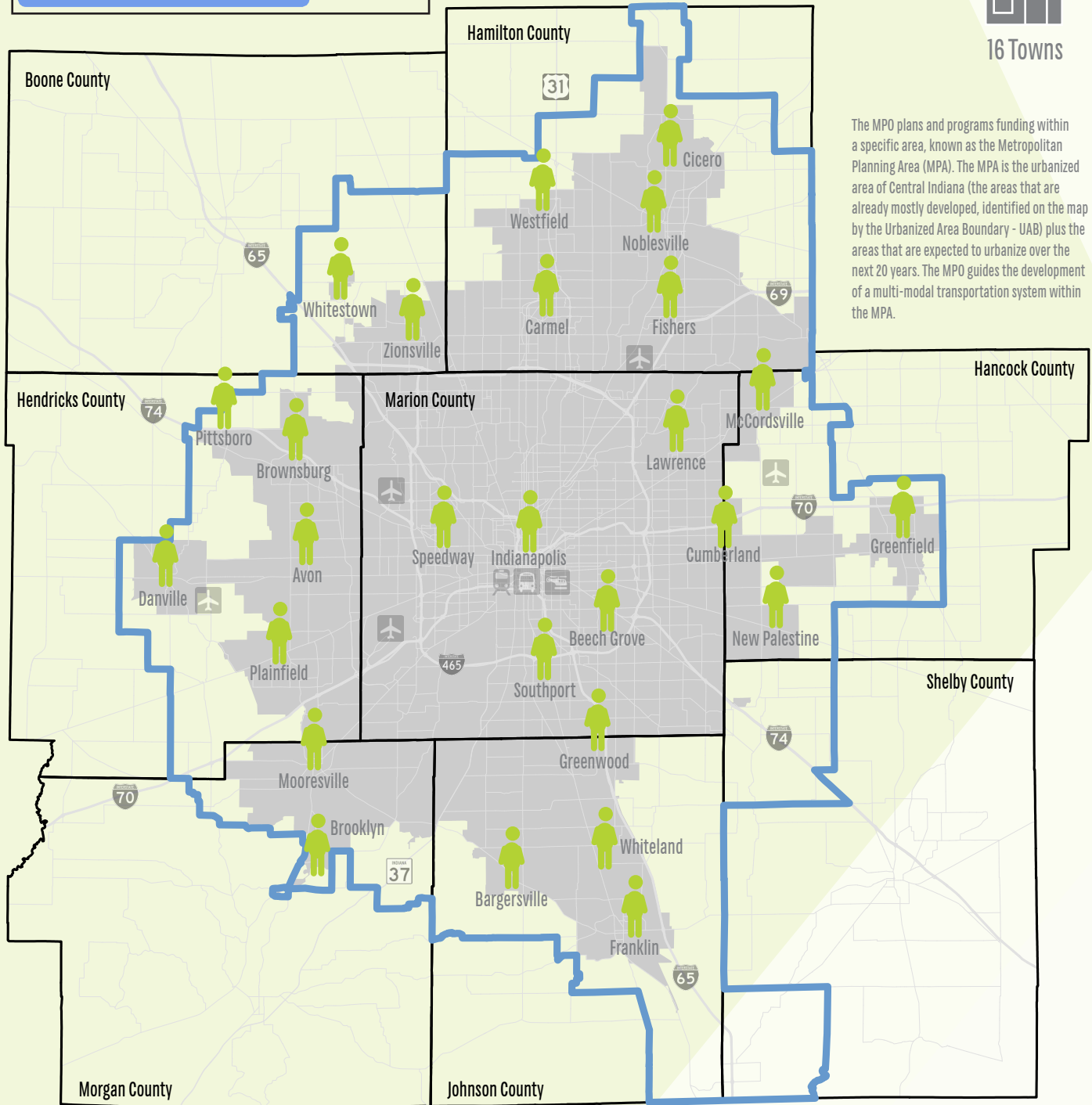


11 Cities



16 Towns

The MPO plans and programs funding within a specific area, known as the Metropolitan Planning Area (MPA). The MPA is the urbanized area of Central Indiana (the areas that are already mostly developed, identified on the map by the Urbanized Area Boundary - UAB) plus the areas that are expected to urbanize over the next 20 years. The MPO guides the development of a multi-modal transportation system within the MPA.



# Administrative

## Strategic Plan

The challenges facing today's populations seldom are limited to or able to be solved by one jurisdiction. Matters such as water planning, transportation, air quality, and housing reach across jurisdictional boundaries to affect whole regions. Furthermore, these topics are so interconnected that one usually cannot be addressed without some mention of one or two others.

Increasingly, this reality has led governments, planning organizations and others to recognize that, while state and federal statutes require certain agencies or bodies to perform certain tasks, they shouldn't perform those tasks in silos. To utilize resources as efficiently as possible and get a complete picture of forces affecting a region, institutions should consider a number of interrelated issues and think beyond the geographic, municipal, or social boundaries of any single jurisdiction.

As representatives from various Central Indiana public and private sectors and communities addressed this truth in a recent strategic planning process, they identified the Indianapolis MPO as the organization best suited and positioned to lead a regional vision. With its demonstrated ability to plan at the regional scale and manage programs in a trustworthy and transparent process, the representatives agreed, the MPO should advance its role, delivering the regional

vision and leadership required to overcome challenges that threaten to slow economic progress.

To ensure that the agency leads in a truly regional way and responds to common planning needs, the Indianapolis Regional Transportation Council Policy Committee unanimously adopted the MPO's Strategic Plan on August 22, 2018. The plan proposes a three-step approach to growing the organization:

1. **Create an Independent MPO.** This would allow the agency to become independent from the City of Indianapolis, where it is now housed. The planning and financial and logistical tasks associated with this process will occur in 2019 and 2020.
2. **Grow an Independent MPO.** Once the MPO has established independence, the focus can shift to expanding roles to support a broader range of planning-related functions. While this work will grow and evolve over time, initial steps to build capacity and establish these functions will take place in 2020 and 2021.
3. **Consider Formalizing as a Regional Convener.** While the MPO can support most of the recommendations identified through this process, some would be enhanced by embracing a different organizational structure. These options will be considered beginning in 2021.

## Certification

The federal agencies charged with overseeing local planning have commended the Indianapolis MPO's efforts, in part due to a new strategic plan and ongoing efforts to engage underserved populations. The commendations from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) came as part of a required quadrennial review of the agency.

Through their June review of the Indianapolis area's transportation planning process (an assessment required at least once every four years for urbanized areas over 200,000 in population), FHWA and FTA officials not only confirmed that the organization's process meets federal planning requirements, but also reported five commendations and three recommendations. Finding no matters requiring corrective action, the federal review team highlighted several achievements for special recognition, including:

- Development of a strategic plan that details how the MPO will become an independent organization and expand its charge to other transportation-related areas, such as economic development and land use
- The MPO's integral role in public outreach and education for the Marion County Transit Plan referendum, as well as ongoing efforts to expand transit beyond Marion County
- The use of "outside-the-box" strategies to engage traditionally underserved populations
- A Data, Analytics and Modeling Plan that serves as a comprehensive strategy for data collection and management, including a year-by-year schedule of data purchases and analytical-tool development



MPO staff welcomed FHWA and FTA officials for the agency's quadrennial certification. The two-day process took place June 11th and 12th with the draft report presented in October.



## Red Line Transit Impact Study Baseline Report

Seeking to establish a “before” baseline that can be used to judge the success of the Red Line Bus Rapid Transit (BRT) line, the Indianapolis MPO partnered with local public transit provider IndyGo and Minnesota-based SRF Consulting in early-2018 on an analysis of existing conditions along the Red Line corridor.

The year-long project analyzed the 13-mile corridor on several present-day indicators, including socioeconomic and demographic data. The report produced as a result of the analysis will be compared to the results of an “after” study to be conducted once the Red Line is fully operational. The resulting multi-year data comparison will allow officials and the public to assess the Red Line’s impact.

Surveys were mailed to thousands of businesses and residences along the length of the route seeking public input on project concerns, current modes of transportation used for commuting, and parking, among other lifestyle questions. Indianapolis-based AIR Aerial Imaging Resources produced a 13-mile flyover by drone of the Red Line corridor to document current physical environment and surrounding land use.



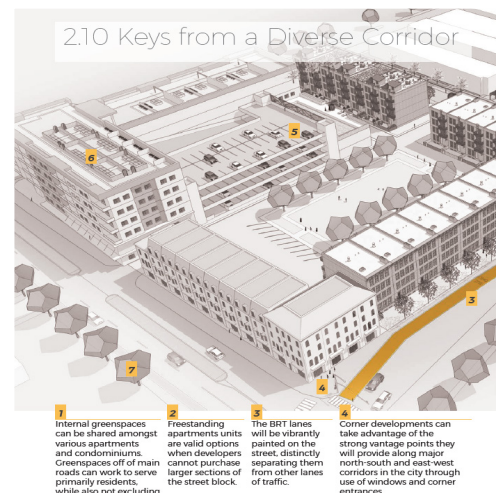
A screenshot taken from AIR’s post-production video, a component of the Red Line Transit Impact Study.

## Transit-Oriented Development (TOD) Design Guidelines

A guidebook produced in 2018 will allow members of the public, decision makers, developers, designers, and planners to better understand the importance of transit-oriented development (TOD) to Indianapolis-area neighborhoods and communities. The highly visual document seeks to illustrate how TOD can leverage public investment in transit and how multimodal design improves quality of life.

To develop the guide, the MPO worked with its partners at IndyGo, the City of Indianapolis Department of Metropolitan Development, and consultants to research best practices in TOD and identify the principles most relevant to the Indianapolis region. The guidebook will help inform stakeholders of the intrinsic relationship between transportation and land use by describing and illustrating the elements necessary for a successful TOD.

To further these aspirations, the guidebook defines the concept for TOD, harkening to the city’s historical development patterns, outlines the variation and purpose of TOD typologies on future bus rapid transit and frequent local bus routes, discusses zoning mechanisms, and introduces a framework for determining optimal locations for TOD in Indianapolis.



The MPO-produced Transit-Oriented Development (TOD) Design Guidelines contains nearly 80 pages of local, national, and international best practices, tips, tools, and education on TOD pending the arrival of Indianapolis’ first BRT corridors.



# Programming

## Transportation Improvement Program (TIP)

A key element of the Indianapolis MPO's work is its development, maintenance, and implementation of the four-year Indianapolis Regional Transportation Improvement Program (IRTIP) or just TIP, for short. The MPO pursues this responsibility by working cooperatively with multiple agencies and under the guidance of Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) regulations. As legislation, guidelines, and policies evolve, Indianapolis MPO staff adjusts the program accordingly.

At the end of 2018, the TIP included 874 projects totaling nearly \$4 billion. Managing the TIP is an involved and ongoing process. Funds are authorized (or, in planning terminology, obligated) for payment as projects move toward implementation. To ensure that project schedules and budgets are maintained as closely as possible, the MPO tracks each project from initial entry into the TIP through construction to completion; however, because the TIP is changing constantly in response to evolving project schedules and cost estimates, the MPO continually amends and modifies the program.

## TIP Project Scoring Criteria Revisions

To ensure that its process for allocating federal funds puts an emphasis on regionally significant projects and better reflects the goals of the Long Range Transportation Plan (LRTP), during 2017 and 2018, the MPO revised its scoring criteria.

Each year, the MPO allocates Federal Highway Administration funds to projects from four funding categories. These include:

- Congestion Mitigation Air Quality (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Surface Transportation Block Grant program (STBG)

Funding in these categories, totaling roughly \$50 million, are allocated to projects based on an objective scoring system unique to each funding category's project specifications and eligibility requirements.

In September 2017, the MPO called together a subcommittee of Indianapolis Regional Transportation Council (IRTC) Technical and Policy Committee members to revise the criteria used to allocate funds. The subcommittee was charged with updating the criteria with three key objectives:

- Strengthen the criteria's reflection of the performance measures established in the 2045 LRTP
- Adjust scoring to better align with the 5-year programming of the TIP
- Refine scoring criteria based on the results of calls for projects since 2009

The subcommittee met monthly, discussing both policy-related and technical changes to the existing selection criteria. The subcommittee concluded its work in April 2018.

TIP criteria revisions were limited to the TAP and STBG funding categories with no changes to CMAQ or HSIP selection criteria. Changes made to TAP included eliminating questions focused on project development, supplemental funding, and amenities as well as changes to strengthen projects' regional impact. In addition, all bicycle and pedestrian projects in STBG are now scored using the TAP criteria to ensure that all such projects are scored consistently.

The primary focus of the subcommittee's work was on STBG, the largest and most flexible funding category and the one containing the most diverse set of eligible project types. Among other things, STBG was revised to:

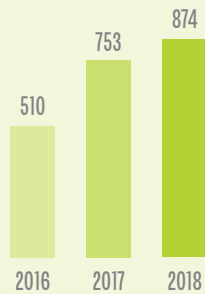
- Incorporate consideration of the MPO's Freight Plan
- Emphasize the functional classification (regional importance) of the roadway
- Adjust to better align pavement condition scores with a five-year program cycle
- Emphasize high-crash locations
- Better align transit scoring with current transit needs
- Remove "New Signalization" and "Freight Enhancement" project types

The revised scoring criteria was reviewed by the full IRTC and presented to the both the Technical and Policy Committees for approval. The revised scoring criteria was approved by the IRTC in May and used for the annual Call for Projects in September.



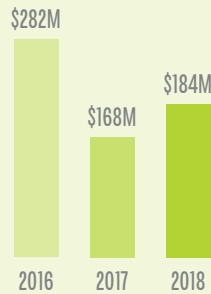
# Transportation Improvement Program (TIP): By the Numbers

## Total # of Projects in the TIP



The total number of projects contained in the Transportation Improvement Program continues to climb. The 510 projects in 2016 accounted for \$1.15B. By 2018, 874 projects totaled nearly \$4B.

## Federal Funds Obligated in Indianapolis MPA



32 local projects received funding for construction and 24 projects completed construction in 2018. Completed projects include:

## Project Snapshots



White Lick Creek Trail, Phase 4, Town of Avon  
Photo Credit: Town of Avon



96th St. and Priority Way Roundabout, City of Carmel  
Photo Credit: City of Carmel



Buck Creek Trail, Town of Cumberland  
Photo Credit: Erica Salmon



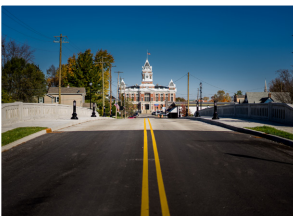
131st St. and Cumberland Rd. Roundabout, City of Fishers  
Photo Credit: City of Fishers



Smith Valley Rd. and Madison Ave. Roundabout at U.S. 31, City of Greenwood  
Photo Credit: John Shell



Ronald Reagan Pkwy., Town of Brownsburg  
Photo Credit: American Structurepoint



Main St. Bridge Repalcement, Johnson County/City of Franklin  
Photo Credit: CrossRoads Engineers



Spring Mill Rd. and 186th St. Roundabout, City of Westfield  
Photo Credit: City of Westfield



Lowes Way Connection - Phase I, City of Carmel, Hamilton County  
Photo Credit: Keith Chadwick, P.E.



## Performance Measures Report

In 2018, Indianapolis MPO staff formalized a process to continuously update the results of performance measures and provide consistent reporting.

The 37 performance measures (21 federally required and 16 regionally established), included as part of the 2045 Long Range Transportation Plan (LRTP), will assess current planning processes and establish a baseline for comparison to future measurements. These performance measures are designed to determine whether outcomes are improving or declining over time.

The 21 approved federal performance measures address congestion, freight reliability, safety, transit vehicle condition and bridge and pavement condition. They will be monitored, measured, and reported on by the Indiana Department of Transportation (INDOT) and complemented by the 16 regional performance measures created by the MPO.

## Red Flag Investigation Model

In 2018, the Indianapolis MPO received three requests from local planning agencies for environmental analyses known as Red Flag Investigations (RFI). In all three cases, the MPO was able to process the requests within 24 hours.

RFIs help identify infrastructure, water resources, mining and mineral features, hazardous materials, and historical resources within proximity of a proposed transportation project. RFIs can assist localities in anticipating possible issues and cost estimate a project prior to requesting federal funding from the MPO. To improve responsiveness and information it can provide, MPO staff used ArcGIS Model Builder to create a Red Flag Investigation model that generates helpful data for agencies that also can be easily accessible to the public.

The MPO has also uploaded the data used to generate the RFI reports into a Google Earth map, which is available under the Maps and Resources tab on the MPO website.

## Crash Record Clean-up Project

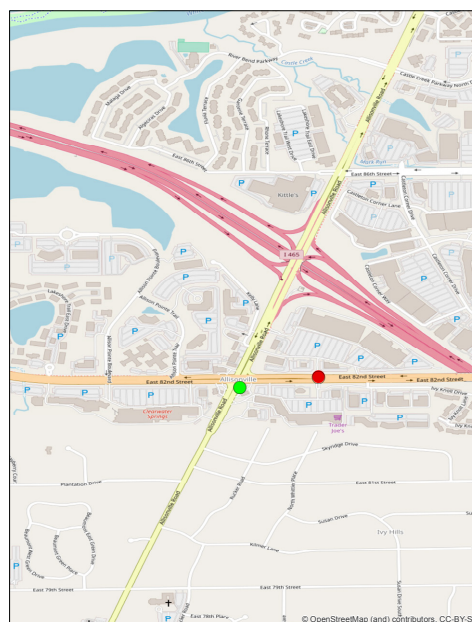
The Indianapolis MPO's crash records are undergoing a massive clean-up, a process that will correct errors that have occurred over a number of years and allow for more accurate analysis and planning.

The records, maintained by the Indiana State Police, come from a central repository called ARIES (Automated Reporting Information Exchange System). Unfortunately,

many of the crash records are inaccurate due to human error in data entry. To make the most meaningful corrections possible, the MPO focused its work on fatality and serious injury crashes recorded between 2012 and 2017. The team has been able to correct data relating to crash locations in Boone, Hamilton, Hancock, Hendricks, Marion, Morgan, and Shelby counties.

Initial efforts focused on pedestrian and bicycle records, resulting in the review and correction of 738 pedestrian crashes and 257 bicycle crashes. As a result of the review, the locations of 90 percent of pedestrian crashes and 39 percent of bicycle crashes needed to be corrected. Currently, 11,440 motor vehicle crashes are under review, with corrections expected to be delivered by the end of 2018.

These "cleaned-up" crash records will be invaluable for performance measures and transportation planning. Specifically, the organization will utilize the corrected data in its 2019 Intersection Safety Studies.



Comparison of Original and Corrected Crash Record Locations

- Original ARIES Location
- Corrected Location

This map provides a visual example of the MPO's crash data clean-up initiative that has corrected hundreds of pedestrian and bicycle crashes and thousands of vehicle crashes.

# Looking Ahead to

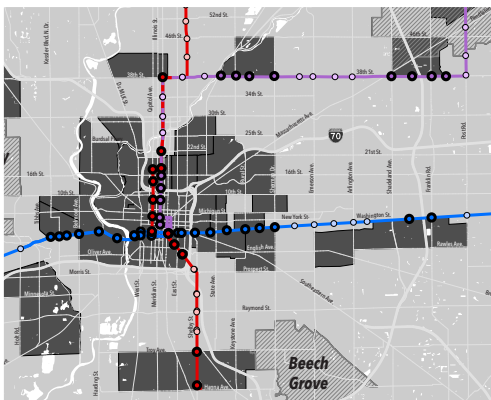
# 2019



Executive Director Anna Gremling presented to Professor Marshawn Wolley's Community Development Network class at IUPUI in September 2018. The MPO looks forward to forging more connections with young professionals in our region into 2019.



The MPO kicked-off the Regional Pedestrian Plan by holding the first Steering Committee meeting in November 2018.



Overlaying federally-designated Opportunity Zones with planned BRT lines and stations in Marion County.

## Data, Analytics and Modeling Strategic Plan

Seeking to create a strategic plan for investments in data, travel demand modeling, and other analytical tools, the MPO contracted with national consulting firm Resource Systems Group Inc. (RSG) and local subcontractor Convergence Planning LLC. During a seven-month period, RSG and Convergence Planning helped MPO staff develop the Data, Analytics and Modeling, or DAM Strategic Plan, which outlines the investments the MPO needs to support the next two Long Range Transportation Plans (2021 and 2025).

In 2019, the MPO is executing projects related to the following DAM plan elements:

- Performance Measurement Target Setting
- Core Data Services Efficiency Tools
- Land Use and Scenario Planning
- Freight Data Analysis and Modeling

## Regional Bikeways and Pedestrian Plans

During 2019, the MPO will be updating the Regional Bikeways Plan and the Regional Pedestrian Plan. There will be several opportunities for public input into these plans, from surveys to public meetings to webinars. These two plans will identify needs throughout the region for pedestrian and bikeway connections, and prioritize bikeway projects throughout the region in a way that will help the MPO better distribute federal funding. Keep an eye on the teMPO email newsletter and social media for opportunities to participate.

## Continued TOD and Suburban Transit Planning

Throughout 2019 and beyond, the Indianapolis MPO will continue working closely with partners in focusing special attention on opportunities for transit-oriented development (TOD) along frequent and rapid transit corridors. TOD incorporates mixed-use, walkable land use compatible with high quality transit, capitalizing on public dollars and leveraging private investment.

In 2018, the MPO began convening the TOD Working Group, a subcommittee from the MPO's Land Use Panel that first met in 2017. Stakeholders of the working group include representatives from Central Indiana's public, private, and nonprofit sectors. The MPO has taken responsibility for monitoring ongoing zoning and regulatory issues within the corridors, convening the group to mobilize on related issues, and educate the public and elected officials on the importance of TOD.

In early-2019, the MPO will issue a request for qualifications soliciting consultants to begin work on transit planning for Central Indiana's suburban communities. Guilford Township in Hendricks County (including the Town of Plainfield) anticipates holding a voter referendum on public funding for transit in 2020. Other communities considering transit investments include Carmel, Greenwood, and Westfield.



## Our Team

### New Faces



Rose Scovel, AICP, Senior Planner

In August 2018, the MPO welcomed Rose Scovel, AICP, to the team as a Senior Planner in the agency's Long Range Transportation Planning Section.

Bringing to the MPO experience in both the nonprofit and private sectors, Rose most recently served as director of planning services for Prosperity Indiana. In her nonprofit work, she provided training and technical assistance services to organizations and governments nationwide. In the private sector, she has worked for a large national engineering firm and boutique planning firm.

Rose earned her Bachelors in Urban Planning and Development and her Masters in Public Administration from Ball State University. She has been a member of the American Institute of Certified Planners (AICP) since 2002.



Nick Badman, AICP Candidate, Planner

Nick Badman, AICP Candidate, was also hired to the MPO's Long Range Transportation Planning Section in January 2019.

Nick previously worked for the City of Dublin, Ohio as a Planning Assistant, focusing mostly on current planning responsibilities and assisting with the 2016 Dublin Mobility Study. Most recently, Nick worked as a Project Development Analyst with the City of Indianapolis Department of Business and Neighborhood Services, reviewing development plans for compliance with state and local building and zoning codes.

Nick earned his Bachelors in Environmental Policy from Bowling Green State University in Bowling Green, Ohio and his Masters in City and Regional Planning from Ohio State University. Nick led a studio group that created a draft comprehensive plan for Orange Township, Delaware County, Ohio. After completion of the draft plan, he took the opportunity to create a Complete Streets Policy and Design Guideline document for the Township as an independent study.



The MPO staff retreat, an annual tradition, took place at Eagle Creek Park in November 2018. The retreat allows staff a forum to establish personal and agency goals for the upcoming year, discuss anticipated projects and events, and complete team-building exercises.



## Internship and Graduate Assistantship Program

The MPO welcomed two new interns and a graduate assistant in 2018. Colby Cline (January to August 2018); Trevor Preddy (May to August and December 2018); and Chaise Cope (August to December 2018). In addition, Nathaniel Simmons continued a graduate assistantship that started in 2017. The following are overviews of the students' work at the MPO, as well as their academic progress and current status.



Nathaniel Simmons

- Academic status: Completed work on his Masters in Urban and Regional Planning (MURP) at Ball State University
- Activities at MPO:
  - > Initiated research on the MPO's Regional Activity Centers Program
  - > Worked with staff and consultants to conduct data research and analysis for the Transit-Oriented Development Station Action Plan
- Currently: Works as a Trails Coordinator with the Indiana Department of Natural Resources



Colby Cline

- Academic status: Completed work on his Masters in Urban Design (MUD) at Ball State University
- Activities at MPO:
  - > Assisted with creation of the Indianapolis region's first Transit-Oriented Development (TOD) Design Guidelines (completing layout, visual designs, and narratives with help from MPO staff, DMD staff, and consultants)
- Currently: Works as an Urban Designer with the Design Collective in Baltimore, Maryland



Trevor Preddy

- Academic status: Pursuing a Bachelors in Urban Planning and Development (UPD) at Ball State University and preparing for graduate school
- Activities at MPO:
  - > Worked with MPO staff and consultants to compete the Blue Line Transit-Oriented Development (TOD) Strategic Plan as part of
  - > IndyGo's Small Starts Grant application
  - > Performed aerial audits of bicycle infrastructure throughout region
- Currently: Continuing studies at Ball State



Chaise Cope

- Academic status: Graduated from IUPUI with a Masters in Public Administration (MPA) focusing on urban sustainability
- Activities at MPO:
  - > Performed aerial audits of sidewalk infrastructure throughout region
  - > Developed white paper on economic development around urban trails
- Currently: Works as a Design and Development Coordinator with Insite Development in Mishawaka, Indiana

## Internship and Graduate Assistantship Program

The MPO partnered with Indianapolis Public Schools' Shortridge High School offering monthly shadowing opportunities to Shortridge scholars in 2018. The partnership allows the MPO to expose high school students to the planning profession and gives students exposure to a part of the working world before they begin college.



## INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

200 East Washington Street  
City-County Building, Suite 2322  
Indianapolis, Indiana 46204

[indympo.org](http://indympo.org)